



Minnesota Transportation Museum

MINNEGAZETTE

March / April 1983

About the Cover Record 660 Members in MTM!

A Twin City Rapid Transit Co. two-man gate car bearing the sign **M'haha-7th-Hazel Pk.** approached Wabasha St. on busy E. 7th St. in downtown St. Paul in 1931. This was the theatre district then with the large RKO Orpheum and Paramount (later the Northstar) theatres flanking the street. Roof lines of the streetcar appear to make it a class K-2 or K-8 car, numbered within the 1360 to 1481 series.

In 1931, the **M'haha-7th-Hazel Pk.** was a long interurban streetcar line that ran from Sheridan Av. N. in Minneapolis, down Plymouth Av., through downtown Minneapolis on Washington Av., then out Riverside Av., 27th Av. S., Minnehaha Av. and into St. Paul via the 7th St. Bridge at Fort Snelling. The route then went up W. 7th St., through downtown St. Paul via E. 7th St. and out to Hazel Park at Hazel St. on the far east side of St. Paul.

The Hazel Park terminus was cut back to Hope St. near downtown St. Paul in 1932. The line ceased interurban operation in 1936, continuing as **Fort Snelling-7th-Hope** in St. Paul and as **Fort Snelling-Minnehaha-Plymouth** in Minneapolis. Photo by Robert Mehlenbeck.

Membership soared in the MTM in 1982 and continues to gain early in 1983. As of February 20, the museum membership stood at a record 660 paid-up members. If we were to count family memberships as more than one person, the membership total may actually be close to 1,000.

That compares with membership figures of 441 in 1981, 300 in 1979, 230 in 1976, 150 in 1974 and just 55 in 1970. The dramatic increase in membership in the last two years is directly attributable to the visibility of our 328 steam train as it travels throughout the Twin Cities communities.



There is always a little falloff of membership on April 20 as unpaid memberships for the current year are removed from the membership rolls. We hope to keep this falloff to a minimum this year as we really need everyone back to sustain our streetcar and steam train staffing operations. Also, the museum needs to continue to grow as it acquires more equipment and expands its operations. As of Feb. 20, about 170 members had not sent in their 1983 dues. If you have not done so, please send in your dues for 1983 by **April 20**.

Look at your **Minnegazette** envelope label. Is it printed on a pretty red label? That means that we have *not* received your 1983 dues payment. If you do not renew by **April 20** this is the last **Minnegazette** that you will receive bearing a label of *any* color! The final dues reminder sheet has been printed on *cancellation pink* as a gentle reminder. For those of you who have renewed, don't be alarmed. For ease of stuffing (envelopes are stuffed before the red or white labels are affixed) and to meet bulk mailing requirements, all envelopes contain the pink renewal sheet. If you don't need the sheet, give it to a friend or relative and sign him or her up.

Raymond R. Bensen Sr.
Membership Secretary

Calendar of Events

- April 9:** Streetcar 1300s 75th birthday! Built April 9, 1908.
- May 22-23:** National Transportation Week, Midway Amtrak Depot, St. Paul; Passenger Rail Day (**22nd**); Freight Rail Day (**23rd**); 328 steam train both days (tentative).
- May 24:** General membership meeting at BN, St. Paul.
- May 27:** Official reopening of the Como-Harriet Streetcar Line for 1983.
- June 4-5:** MTM Member's Day and picnic.
- June 25-26:** New Brighton Stockyard Days, 328 steam train.
- July 16-17:** Stillwater Lumberjack Days, 328 steam train.
- July 23:** Bayport, Anderson Co. picnic, 328 steam train.
- July 26:** General membership meeting at MHS, St. Paul.
- Sept. 5:** Como-Harriet Streetcar Line ends daily service; runs weekends.
- Sept. 9-12:** Northfield Defeat of Jesse James Days, 328 steam train.
- Sept. 25:** 7th annual streetcar company-style MTM picnic at CHSL.
- Sept. 27:** General membership meeting at NWNL, Mpls.
- Sept. 30-Oct. 3:** Association of Rail Museums (ARM) Convention at Seashore Trolley Museum, Kennebunkport, Maine.
- Oct. 28-30:** TRAIN Convention right here in the Twin Cities! Operation of 328 steam train, Como-Harriet Streetcar Line and our buses too!
- Oct. 30:** Official end of Como-Harriet Streetcar Line operating season.
- Nov. 29:** General membership meeting (site to be announced).
- Jan. 24, 1984:** Annual membership meeting and election of officers at BN, St. Paul.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, Minnegazette
10409 Nicollet Circle
Bloomington, MN 55420

1983 MTM Officers Elected

The 1983 MTM Board of Directors was elected by the membership at the Annual Meeting on January 18, 1983.

President	Frank Sandberg
Executive Vice President	Frank Bifulk
Secretary	Pat Campion
Treasurer	Grant Arneson
Vice President, Traction	Mike Buck
Vice President, Railroad	Robert McNattin
Vice President, Public Relations	Dennis Johnson
Vice President, Restoration	Tom Dimond

In accordance with the By-Laws, up to six additional directors can be appointed to serve on the board. MTM currently is selecting these additional directors and superintendents for the various MTM projects. A new organization chart illustrating the new officers will be published in the next **Minnegazette**.

The more than 100 members in attendance at the meeting elected the 1984 Nominating Committee: **Bill Graham, George Isaacs and Larry Schreiber**. It will be their duty to recommend candidates for election at the next annual meeting on January 24, 1984. If any member in good standing is interested in becoming a board member in any of the above positions in 1984, please contact one of the Nominating Committee members.

1983 Meeting Dates Announced

The 1983 MTM general membership meeting dates have been set. Generally the museum will meet on the fourth Tuesday of every other month. All meetings will start promptly at 7:30 p.m.

Minnegazette news deadline dates are also included below to help you time your news stories with the distribution of the **Minnegazette**. The deadline for news and photos is six weeks before a general membership meeting. The **Minnegazettes** are scheduled to reach members about a week or two before the meetings.

Mark your calendars with the dates below. Additionally, meeting dates and locations will be carried in the Calendar of Events column as always.

The following are important dates for 1983:

<u>Minnegazette News Deadline</u>	<u>For Issue of</u>	<u>Membership Meeting Dates</u>	<u>Membership Meeting Location</u>
April 12	May/June	May 24	BN, St. Paul
June 14	July/Aug.	July 26	MHS, St. Paul
Aug. 16	Sept./Oct.	Sept. 27	NWNL, Mpls.
Oct. 18	Nov./Dec.	Nov. 29	To be ann'd
Dec. 13	Jan./Feb.	Jan. 24, 1984	BN, St. Paul

Key to meeting locations—

- BN — Burlington Northern auditorium, 176 E. 5th St., downtown St. Paul
- MHS — Minnesota Historical Society, Weyerhaeuser Room, 690 Cedar St., St. Paul, next to the state capitol.
- NWNL — Northwestern National Life Insurance Co., Nicollet Mall and Washington, downtown Minneapolis.

Put these dates down on your calendar for future reference in the unlikely event that you don't get your **Minnegazette**. Thanks again for all of the great stories and photographs that you members contributed in the past year. That is what makes it a great magazine. Keep it up in '83!

Fred Rhodes
Editor



Did You Know . . .

. . . that the fastest steam locomotive driver speed ever achieved was 7.5 revolutions per second? If our N. P. 328's drivers were turning that fast, it would be traveling 76 mph!

Bill Marshall



Wanted: Photo for Mail Catch Postcard

Wanted: Candidate color photos for postcard showing the catching of mail "on the fly" performed at Dundas, Minn. during MTM's steam operations at Northfield's "Defeat of Jesse James Days" celebration last September.

If you can recall, please state on which of the 12 mail runs that the photograph was taken. Also, if you want your photograph returned, please include a self-addressed stamped envelope.

Please send postcard size prints to **Bill Marshall**, 5820 James Av. S., Minneapolis, MN 55419 by APRIL 15.

BN Mpls. Loop Redevelopment Plan Includes Trolley

A select neighborhood of lucky Minneapolis residents will be riding the streetcar to work under a \$500 million redevelopment plan announced by Burlington Northern Railroad in February.

BN is going to redevelop 100 acres of its own land on a strip of river bank on the west side of the Mississippi River in downtown Minneapolis from the Plymouth Av. Bridge to the 3rd Av. Bridge including the area under the Hennepin Av. Bridge. The project is scheduled to begin in 1984 and take up to eight years to complete.

The plan calls for housing, commercial and recreational development designed to make the river area the

historic and commercial-residential heart of the city.

High-rise condominiums, single-family homes and duplexes would be built while retaining a park-like nature to the area. A large hotel would be built at Hennepin on the site of the old Great Northern Depot, razed in 1981. BN plans to restore its roundhouse on the site but convert it to commercial use.

Finally, the BN plans to *build* a trolley that would run on BN's abandoned railroad trackage to shuttle residents living near Plymouth Av. N. to an open-air plaza near Hennepin Av. called Bridge Square (a distance of about 3/4 of a mile). There, the pas-

sengers would enter the skyway system in the new hotel and walk to work in comfort. A glance at a map shows that the trolley line could be extended easily on existing BN trackage to and across the famous James J. Hill-built Stone Arch Bridge and into the equally historic St. Anthony Main district on the other side of the river (a total run of about two miles).

In keeping with the historical perspective of the project, it would seem logical to see a restored ex-TCRT streetcar operating on the route rather than a new creation. Maybe we can help BN find a restorable streetcar body so they don't have to build one.



Interurban Story Next Month (for Members Only)

The second in a series of famous Twin Cities streetcar lines will appear in the next issue of the **Minnegazette**. The first story illustrated the **Selby-Lake** streetcar line and appeared in the March/April 1982 **Minnegazette**.

This story will feature the first electric interurban streetcar line in the nation, the **Minneapolis/St. Paul** (University Av.) Interurban line. Many old photos and stories of the line have been located and will appear in the May/June issue along with a map of the route and statistics.

The only way to guarantee that you will get a copy of the next issue is to send in your 1983 dues if you have not done so. The copy you are reading now is the last that you will receive if you have not paid your 1983 dues. Unpaid memberships will be removed from the membership rolls before the May/June **Minnegazettes** are mailed out. Don't miss this informative issue on TCRT's most prestigious streetcar line.

1940s TCRT Motorman's Coats

The museum may soon offer 1940s-style TCRT motorman's suit coats to members who want to add a little more authenticity to their motorman's uniforms.

The suit coat will have three buttons, high lapels, and be made of lightweight fabric in an oxford gray

color and be made as close to the original as can be to keep the cost down.

Anyone interested in purchasing one of these coats may contact **Gene Corbey** at (612) 488-5254 or by writing at 1615 Chelsea St., St. Paul, MN 55108.



TCRT streetcar passing Carnegie Library in Stillwater in the early 1900s. Postcard from the Gary Lovegren collection.

1982 Como-Harriet Season Recap

The 1982 operating season displayed many signs of progress along the right-of-way along with a few, but significant, shortfalls. During the past summer overhead wire was installed over the passing siding at the Lake Harriet Station area. Rail-bonding, rail joint grinding, and elevation work, along with continued selected tie replacement, was performed by Saturday work crews and contracted personnel. This work must always be considered as integral to our continued existence for to cease maintenance shortly results in cessation of operations.

The grounds/maintenance at the Lake Harriet Station area continues to be a challenge for solution. The need appears to be identical with so many of the areas of the museum—new and committed leadership people. There is a call to handle the grass, garden and platform areas at

the Lake Harriet/42nd Street Station. It is an extremely easy, but most crucial position to our continued successful operations. I ask you to please volunteer if you can, to head this most important segment of the car line operations.

The Como-Harriet Streetcar Line currently is developing an updated operator training program. The program will utilize three audio/visual programs and the training sessions will comprise a compliment of single, large group classroom session, and four-member (two instructors, two trainees) aboard-the-car practice meetings. Currently there are 85 members serving in regularly scheduled operations.

In review, the Como-Harriet Streetcar Line celebrated significant events during 1982:

1. The 1982 Minneapolis Aquatennial Royalty Committee was photographed aboard streetcar 265 and presented on the official program pictorials.
2. The CBS television-syndicated *P. M. Magazine* photographed transition sequences aboard streetcar 265 for inclusion into their future programming.
3. Duluth streetcar 265 was formally inaugurated into scheduled passenger service on July 24 and began heavy, continual operations August 8.
4. The line honored Mary McMinn as the 500,000th passenger to ride the restored museum-operated streetcars at Lake Harriet.
5. The overhead trolley wire was installed above the passing siding at the Lake Harriet Station.

Happy 75th Birthday



Streetcar 1300!

April 9, 1908

6. Two-car operations, the first to occur since cessation of transit operations in 1954, was trial tested with good results on September 6.

7. Restoration of single-truck 1893 LaCleda streetcar No. 78 came closer to reality with the acquisition of a rare Brill power truck.

But more significantly was the continued growth in participation by the members of MTM in the variety of activities of its division. Work crews, operators, restoration, track and car maintenance, overhead construction, cashiers, and scheduling people—all promoted a perpetuation and an enthusiasm, and a tradition of all who are the people of the Como-Harriet Streetcar Line.

Passengers Carried—1982

Month	
April	12
May	4448
June	10805
July	14614
August	11838
September	4282
October	2243
Total	48242

Rank Total by Year

Rank	Year	Passengers Carried
1	1977	51794
2	1980	51315
3	1979	51292
4	1981	51047
5	1982	48242
6	1972	44273
7	1973	44197
8	1974	42421
9	1976	41919
10	1978	38834
11	1975	38526
12	1971*	19018
Totals		522878

* Operations not begun until August

The Traction Division commenced its 12th year of scheduled streetcar service at Lake Harriet over the Memorial Day weekend, May 29-31, 1982. Record winter snows (95 inches) that hung on into April prevented earlier opening of the line. Combined with the weather, heavy and excessively-detailed restoration/rehabilitation of mechanical, electrical and structural components to TCRT streetcar No. 1300 necessi-

tated six-evening-per-week work sessions for more than three weeks prior to inauguration of our seasonal service. Ironically, restoration and rehabilitation projects aboard streetcar 1300 required operational, but unfinished, Duluth streetcar 265 to be pressed into early charter service.

By the conclusion of operations on the cold, dreary Sunday evening of October 31, 1982, the streetcars of the Como-Harriet Streetcar Line had completed 122 days of service to the public, had made in excess of 1,978 two-mile round trips between Lake Harriet and Calhoun and had transported 48,242 passengers. Although this total represented somewhat of a decline over previous years, of significance is the fact that this figure represents a sustained ridership at or near 50,000 passengers for six of the last seven years!

This figure may warrant a number of possible conclusions:

1. That the Como-Harriet Streetcar Line continues to be an asset to not only the Linden Hills community, in part, but to the city of Minneapolis in general,
2. That patrons who ride the cars tell others and, they themselves, return again and again,
3. That the Como-Harriet Streetcar Line provides one of the best bargains in town,
4. That our level of service, that our site of operations, that our quality of vehicle maintenance and operations and, most important, that the level of human interaction by our staff, promotes a most positive image of our museum; to generate a feeling on the part of our patron, that they want to be there.

The division's streetcar No. 265, while beginning formally-scheduled service late in the season (July 24), handled a respectable portion of the season's operation by year's end. Streetcar No. 265 carried 14,982 passengers compared to 33,260 people transported by streetcar 1300. In future years the figures will be more equal due to planned weekly rotation of equipment.

Streetcar 265 was inaugurated into revenue service on July 24. Within two weeks, the restored Duluth streetcar was handling daily service for what would be 37 days straight! This was due to emergency repairs

performed on the front truck of car 1300. Throughout the month of August, Wednesday evening and some Saturday maintenance work crews repaired damaged portions or 1300's suspension system, and thereby enabled the car to return to service on September 11.

Currently winter-time Wednesday work crews are performing massive rehabilitation to the rear traction truck, rear doors, and front platform interior woodwork of car 1300. Long-overdue, intensive rehabilitation is now possible for car 1300 due to the existence of a second operational car on the line. Rehabilitation is also possible with the existence of a heated maintenance barn located on the property. Most important are the crew members who people the Wednesday and Saturday work sessions. Throughout the year it is they who give dedication of service, and permanence to the tradition that so much characterizes much that is the MTM.

Mike Buck
Vice President, Traction

Wanted: Volunteers to Lead

More than ever before, the term "Volunteer" must signify more than mere "show-up-to-work." At the traction division, one's leisure time commitment to active participation has always produced a variety of positive responses from our membership. Of special need, however, are those individuals who desire something beyond the "physical labor only" station of our endeavors. It is they who respond to the variety of needs of the organization.

The scope of leadership commitment may range from the areas of maintenance, to restoration, to organization and planning. The time required for many of these supervisory/leadership roles often is of no greater length than would be given in normal museum activities. Yet, one's commitment to leadership roles greatly relieves a strain on an already overworked crew, and more significantly, affords the individual member the opportunity to gain new and, hopefully, more rewarding experiences as a result of a varied approach to participation.

The 1983 Traction Division Survey, disseminated February 10, offers numerous areas for member involvement at Lake Harriet: Maintenance (vehicle and right-of-way), Restoration and Operations (particularly in charters). All areas recruit those who wish to make that special commitment to volunteer. If you did not receive a survey, and desire to be part of the traction division's activities, call or write me. Our division (and the entire museum) will only grow as a result of member commitment to leadership.

For those who hesitate, for fear of experience, all in our museum began and, through participation, acquired experience as well as a sense of accomplishment and a resulting positive feeling of self worth. Most importantly is the fact that our museum has grown because of those members who helped others. There will always people in MTM who help. If you would like to be part of the Traction Division as a worker or a leader, please obtain a Traction Division Survey form from me. Thank you.

Did You Know . . .

. . . that it takes the same amount of energy to stop a 40 mph unit coal train as is used in one month by the average nonfarm residential electric customer? That unit coal train contains enough coal to supply 33,000 of these customers with electric power for one month.

Bill Marshall



Program Goals (1983)

1. Streetcar 1300
 - A. Electrical/Mechanical
 1. Rear truck: motors, suspension, brakes, gear box
 2. Front truck: brakes
 3. Rear/front door mechanism
 4. Front door manual override
 - B. Superstructure
 1. Front platform wood/brass
 2. Front bulkhead wood
 3. Clerestory (exterior)
 4. Rear door rehabilitation
2. Streetcar 265
 - A. Electrical/Mechanical
 1. Backup light
 - B. Superstructure
 1. Mirror (interior)
 2. Card/brochure holder
 3. Step treads
3. Streetcar 78
 - A. Structural
 1. Reframing
4. Right of Way
 - A. Overhead
 1. Switch frog—Lake Harriet Station—south switch
 2. Alignment
 3. Span pole guy-wire installation, Richfield Road
 - B. Track
 1. Rail bonding, siding, Lake Harriet Station
 2. Special work, south switch, Lake Harriet Station
 3. Spring switch mechanism—north/south switches, Lake Harriet Station
 4. Rail joint elevation, line
 5. Selected tie replacement, line
 - C. Grounds Crew, Lake Harriet Station, 42nd St. area
5. Maintenance Barn
 - A. Power Switch, overhead
 - B. Support equipment, car maintenance
 - C. Car cleaning crew formation
6. Operator Training Program
 - A. Slide set
 1. Car 265
 2. Car 1300
 3. Operational procedures: CHSL
 4. Sequence of operations update
 5. Two-car operations

7. Scheduled Operations
 - A. Regularly scheduled operations to begin Friday, May 29
 - B. Two car operations (tentatively scheduled)
 1. Monday, Memorial Day, May 31
 2. Monday, July 5
 3. Monday, Labor Day, Sept. 5
8. Scheduled Streetcar Company-style Picnic, Sunday, Sept. 25
9. Participation in 1983 TRAIN Convention, Oct. 28-30
10. Planning for new carbarn
 - A. Public hearing
 - B. Mechanical Renderings

Long Range Program Goals

1. Streetcar 1300 rehabilitation
 - A. Mechanical/Electrical
 1. Front traction truck inspection/rehabilitation
 2. Front platform rehabilitation
 - B. Structural
 1. Roofing
 2. Rattan seating rehabilitation/replacement
 3. Passenger interior wood (below window) rehabilitation
2. Carbarn addition (2 car capacity)
3. Streetcar No. 78 restoration
4. PCC car acquisition
5. Passenger station, Lake Harriet Station area
6. Northern extension
 - A. Planning
 1. Artist renderings
 2. Mechanical survey renderings
 3. Field survey
 4. Public hearings
 - B. Features
 1. E. Lake Calhoun Pkwy. to Lake St. with a wye and station at Lake St.
 2. Passing siding at current Lake Calhoun Station
 3. Station stops
 4. Lake Harriet detraining station (underpass)
 5. Turntable at 42nd St.
 6. Cars will run forward both ways!

Mike Buck
Vice President, Traction

Letters—Streetcar Trips to Lake Minnetonka

On a recent visit to Minneapolis, I had the privilege of riding on the restored Como-Harriet streetcar. It brought back memories of a long time ago.

I grew up in Minneapolis and as a boy in the early 1920s lived on Hennepin Avenue near the old West High School (at 28th Street). I used to watch as the Minnetonka streetcars would go by, and one of the highlights of the summer was a trip to Excelsior for a picnic outing and rides at the amusement park. Sometimes even a ride on the lake in one of the streetcar boats.

I recall that the cars used to leave downtown Minneapolis after a loop onto 1st Av. N., then across 6th St. to Hennepin. There was a station on 6th St. where one could buy tickets and the excitement grew high as the cars turned the corner from 1st Av. N. When the gates opened there was always a mad rush to be the first on board and all the youngsters ran to try and get one of the front seats. There were all cross seats all the way to the rear of the car. No peanut row. They ran the cars in groups. First in line would be one labeled "Lake Minnetonka" then would follow one or more marked "Tonka Bay" or "Deephaven." These cars were different from the city cars. They had a cow-catcher instead of a net basket and the motorman's control was different. I remember there was a plunger on top of the control and the motorman had to keep it depressed to keep the power on. The front of the car had two marker brackets on the right and left of the headlight. I never learned the real purpose of them but noticed that the "Lake Minnetonka" cars always had green showing and the "Tonka Bay" cars showed either white or yellow, I can't remember for sure which.

As the cars left 6th St. and proceeded up Hennepin, the motorman never gave more than about half power on the controller, and even when we reached the right of way by Lake Calhoun, full power was not used. The real thrill of the trip began when we reached the city limits, France Avenue. There was a phone booth building beside the tracks such as the railroads used to have and the conductor and motorman would get out and make a call. To the dis-

patcher we were told. When they were cleared, we would be on our way and for the first time the motorman would use full power and the whistle. Two longs and two shorts to warn the crossings. At Hopkins there was a scary trestle that crossed the railroad tracks. Then it was on to Minnetonka.

We didn't have television or even radios in those days and most folk didn't even own a car, but we had our thrills and excitement over simple things. I am not sure the continuous entertainment children have today is much of an improvement over the old days.

I have lived in California for almost forty years, but still have a soft spot in my heart for Minneapolis.

Please send me a copy of the book described in your brochure — "The Electric Railways of Minnesota" by Russell L. Olson.

Sincerely,

S. A. Catherwood
Pasadena, California 91107

(Ed. Note: Many thanks to Mr. Catherwood for writing about his experiences on the Lake Minnetonka line. It is a rare insight to a once-thrilling event that will never be seen again. It is also a reminder to Como-Harriet Streetcar Line crews that we often meet former Twin Citians who visit our line for that nostalgic trip to yesterday. If you ever hear of any visitors talking about the good old days, encourage them to write about their experiences and forward them to the MTM so that we can all share the experiences that we may never hear about otherwise. Mr. Catherwood is now in possession of a copy of "The Electric Railways of Minnesota" thanks to the reference to the book that is included in the Como-Harriet handout.)



Interior of TCRT class F-4 streetcar No. 1112. This Lake Minnetonka car was a "fast car," capable of mile-a-minute speeds with its four GE 73 motors, 24:51 gear ratio and C6 type M controller. Note all cross seats in the car front to rear. In later years the first three and last three cross seats were replaced with longitudinal (peanut row) seats on most cars. Car 1112 was scrapped in 1938. Photo courtesy of the Minnesota Historical Society.

1910 Duluth Comes Alive Again In Depot Square

A 1910-era of small shops and businesses, served by a trolley line, came back to life on June 12, 1982 as the St. Louis County Heritage and Arts Center opened Depot Square in Duluth's historic old Union Depot. The depot, built in 1892, once served 50 trains daily but ceased operations as a train depot in 1969. It was saved from the wrecking ball and today has grown into a multi-purpose museum.

The depot train shed contains seven tracks, six of which display vintage railroad equipment in one of the finest displays in the United States. The seventh track is reserved for operation of the museum's trolley line.

Depot Square is an authentic reconstruction of 17 storefronts of shops and businesses built in Duluth between 1885 and 1910. Five more storefronts will be added by next year.

Though not exact duplicates of actual buildings, the storefronts all have roots from stores that operated in Duluth in 1910 such as the drug store, saloon, bank, fish market, hardware, awning, loan and mercantile, and clothing stores, and doctors offices.

Some of the shops and businesses, such as the candy store, ice cream parlor, and theatre, are functional. The storefronts are located on two brick "streets" named Union Street and Railroad Street after their real-life counterparts. The two streets form an L which meet at Depot Square Station where passengers board the trolley.

The trolley line, using ex-Lisbon, Portugal narrow-gauge single-truck trams, traverses Railroad Street along the storefronts and then out of the depot.

Many Talented People

Depot Square is a cooperative effort of the A. M. Chishom Museum, the St. Louis County Historical Society, the Lake Superior Museum of Transportation, the Art Institute, and the Depot.

An advisory committee, headed by **Donald B. Shank**, worked along with the various museums in seeking a way to achieve an innovative interpretation of an important era in Duluth and the region, the 1910 commercial and business boom period. The committee sought to convey to the public the life in Duluth that involved mining, lumbering, manufacturing, distribution, and transportation.



Ex-Lisbon, Portugal tram No. 531 prepared to carry another full load of 24 passengers along "Railroad Street" past the 1910-era storefronts of Depot Square. Note the third rail

specially laid for the narrow-gauge tram. The storefronts were built at 3/4 scale. Restored railroad equipment sits on track 6 off to the right. Photo by Blamey's Studio, Duluth.

Part-time curator of the railroad museum, Tom Gannon, was appointed Depot Square Designer/Builder. Gannon's interest in historic architecture and construction techniques coupled with his college background in theatre set design and construction enabled him to accurately design and construct the old storefronts in complete detail, down to the rare type of window hinges.

Ceiling height of the train shed dictated that the storefronts be built at 3/4 scale. Half of the \$250,000 cost of the project is in the form of donated materials and volunteer labor.

The Zelda Theater is fashioned after one of Duluth's early movie theatres and seats 55 in antique theatre seats garnered from an old Minnesota opera house. The theatre shows silent movies and slide shows and contains a completely restored manually operated reed organ for musical accompaniment of stage and screen shows. The theatre can be rented out to groups.

Narrow Gauge Trolley

The trolley operation is a story in itself. The two 24-passenger trams built by the Brill Manufacturing Company of Philadelphia in 1926 based on 1902 specifications. The parts were shipped to Lisbon, Portugal where they were assembled. The trams ran continuously until 1979 when many were sold to Detroit, Mich. and Aspen, Colo. for tourist railway purposes.

Don Shank and Frank King of the Lake Superior Museum of Transportation heard about the upcoming sale of trams to Aspen and negotiated the purchase of two of the trams for Depot Square.

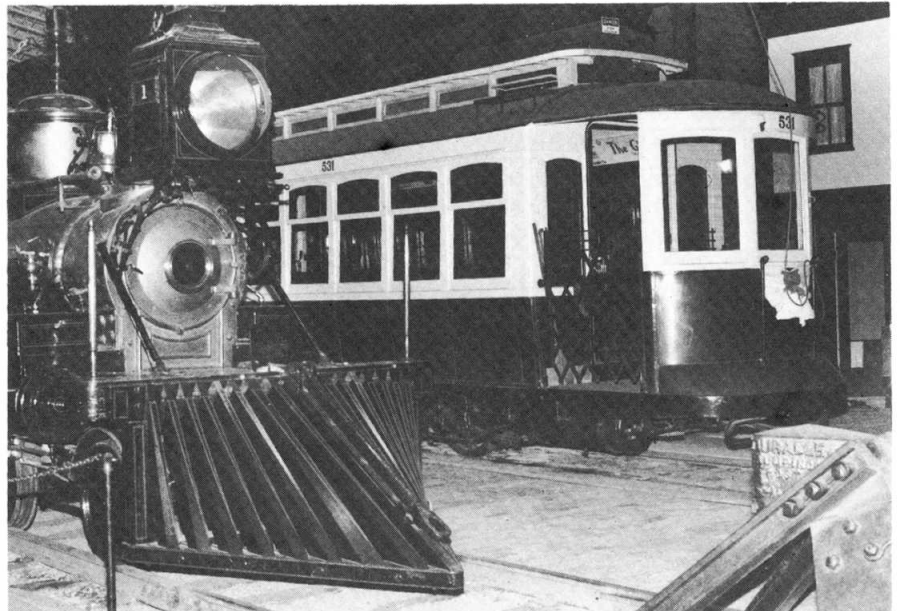
Tram No. 531 arrived first, directly from Portugal, and was restored by Transportation Museum Club members. No. 530 arrived via Aspen and suffered some damage enroute and will need some work before it sees service in Depot Square. Though the trams are smaller than the streetcars that operated in Duluth in 1910, they blend perfectly with the reduced scale of Depot Square's storefronts.

The 11-ton trolley operates on track 7, along the Railroad Street storefronts on one side and the six tracks of the railroad museum on the other.

Because of heavy foot traffic, the trolley moves along the track very slowly. Club members added a third rail to accommodate the narrow-gauge (2 ft. 11 1/2 in.) tram and strung overhead wire to complete the authenticity of the project. Total length of the line is 1,200 feet as it runs out of the depot to the end of museum property near Mesaba Avenue. Line extension is being considered.

Hours of operation of the trolley is the same as the museum's hours; 10

a.m. until 5 p.m. daily (the trolley does not run in the winter). A token to ride the trolley is included with the admission to the museum. During the operating season, the trolley is scheduled to run every half hour but usually runs constantly to keep up with the demand. It is almost always filled to its 24-seat capacity all day long. Last June it was not uncommon to have three or four loads of passengers waiting on the platform. Passenger loads average about 350 daily.



Car 531 sat at the end of the line on track 7 while the William Crooks, the first locomotive in Minnesota, headed the lineup of restored railroad equipment on track 6.



Interior of car 531. Photos by Blamey's Studio.

The trolley generally is two-man operated. The motorman's controls are at one end only, the end that heads out of the depot. At the end of the line, one operator gives a short talk while the other turns the trolley pole around for the return trip.

The trip back is a little tricky for the motorman. There are no backup controls on the car so the motorman backs the car up from the front. Since the car is short, the visibility isn't too bad. However, the conductor helps keep a lookout. For visibility reasons, no standees are permitted aboard the car. The motorman must back the car into the museum shed very slowly what with the great number of people walking around the displays. Consequently, the car moves at just 5 to 10 mph and a trip takes 10 to 12 minutes.

Operators are all volunteer, but there are not enough to fill all the schedules. Tour guides and/or other paid employees help out when needed. The operators wear dark clothes, white shirt, and dark tie. The depot has furnished the operators with caps and vests.

MTMers Help Welcome

Certified MTM streetcar motormen are cordially invited to come up to Duluth this summer and run No. 531, particularly on weekends. If you can run 1300, you can run 531. The controls and handling characteristics of

the two cars are nearly identical according to **Mike Buck**. Mike and **Roy Harvey** ventured to Duluth last August and operated No. 531 on a Sunday shift. They, too, admitted that their capacity trips barely dented the waiting crowds.

If you would like to operate the car this coming summer, please make reservations for a shift by calling or writing Lake Superior Transportation Club president (and fellow MTMer) **Jergen Fuhr** at (218) 525-5202. His address is 4301 Jay Street, Duluth, MN 55804.

Depot Attendance Up

Depot Square has made a major impact on the museum complex. In the first nine months of 1982, museum attendance was up 35 percent over 1981, numbering some 126,000 visitors; of which about 40 percent came from the Twin Cities. Museum officials hope to increase that number significantly in 1983. If you want to see a little of 1910 Duluth, head up to Depot Square. The Amtrak "North Star" train drops you off on its doorstep (Fridays, Saturdays and Sundays only at the present time). MTM salutes its neighbor to the north for a job well done.

Information for this article was provided by Karen Griffith, John Blamey, and the *Depot Square Courier* newsletter.



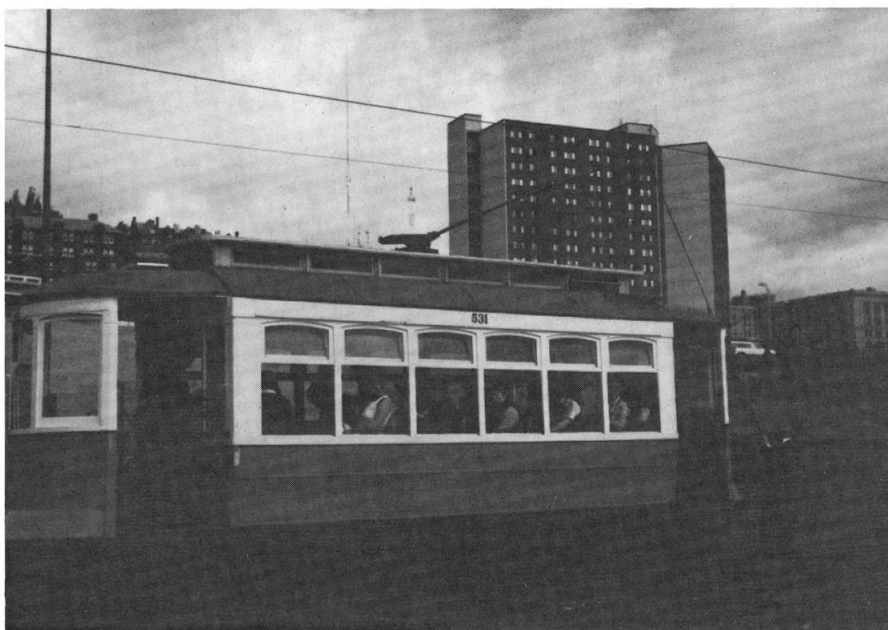
Operator John Blamey sat at the controls in the open vestibule of car 531.



Did You Know . . .

. . . that the counter weight of the main driver of a steam locomotive equipped with Walschart or Baker valve gear is not directly opposite the main crank pin? It is offset a few degrees to compensate for the eccentric crank of the valve gear.

Bill Marshall



One operator swung the pole around at the end of the line while the other gave the blurb. Photos by Blamey's Studio.

Union Depot to Get New Look

The old Union Depot in downtown St. Paul, abandoned by the railroads in 1971, finally will be put to use again. The old building will be renovated and become a business and commercial center for that part of the loop.

The Union Depot was the home of MTM's **Dan Patch** diesel-electric locomotive No. 100 from 1970, when BN donated it to the museum, until 1973, when it was moved to Como Shops for restoration. The old depot also was the home for the Twin Cities Model Railroaders Club which met there Thursday nights for many years and had built a mighty fine layout.



Amtrak's Northstar was refitted with Superliner equipment recently. Here the new consist was photographed recently at 8:30 a.m. at Interstate by Bob Ball.

MTM Wants You!



Railway mail clerks in RPO car 1102 at Northfield on Sept. 11, 1982 included, from left, Lloyd Jackson, James Weist and Lyman Sack. Photo by Ed Rau.

MTM wants you—for fun and excitement in 1983. Maybe you can catch some mail aboard RPO car 1102 this summer like the fellows at left did in 1982. Our plans are shaping up for a full summer of steam operations and we want you to be a part of it. If you're not yet a member or if you haven't renewed for 1983, fill out the membership blank below and join the proud team.

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
 - ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
 - ☐ MTM ASSOCIATE membership (\$10 per year).
- All members receive the bi-monthly **Minnegazette** magazine at their homes.
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343



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August 2021

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